

Tai Kok Tai Bay has not been sold, and half the available building area, abutting on the south side of the Shaukiwan Road between the Eastern Extension of the Queen's Recreation Ground and Shaukiwan Village, this latter area to be first laid out in blocks and each alternate block to be assigned to the Trust.

The Trust to reclaim, where it seems expedient, and lay out these areas in building sites, streets, and open spaces and may lease such sites for periods which may extend to 99 years.

The Trust to enjoy the use of such property as is assigned to it free of charge for 10 years and thereafter the Trust to pay interest at 4 per cent. per annum on the value at date of assignment of so much of the land as they are able to lease.

The Trust to receive in full the rents of the lands assigned to, or reclaimed by them, and the difference between these rents and the interest payable to Government to form part of the revenue of the Trust.

No interest to be paid to Government on any portion of the Trust Estate which is not used for the formation of streets, or which has been reserved for any public purpose, or which is required for open spaces.

On the expiration of 99 years from the date of acquisition by the Trust the property so acquired to revert to the Government.

(iii) All assessments for rates for new buildings erected on Trust Land not before rated, and all enhanced assessments for rates for buildings assigned to or acquired by the Trust by purchase or otherwise, to be paid by the Government to the Trust.

6. The following are the proposals for the settlement of disputes and compensation:—

A Tribunal of appeal to be framed for the decision of all questions in dispute connected with the acquisition of land and property by the Trust.

(Signed), F. H. MAY,
EDWARD OSBORNE,
FRANCIS W. CLARK.

CANTON NOTES.

CHINESE MERCHANTS PETITION FOR GUNBOATS.

The general importing and exporting merchants, carrying on business with the Hoi Fung and Look Fung districts, owning the Hop Shing Loong and Bun Woo shops in Hongkong have sent a petition to the Acting Deputy Commissioner Mr. Lim See (H. W. Lim Esq.) of the Imperial Maritime Customs, Kowloon, requesting him to apply to the Chinese Government at Canton for gunboats to be sent for the protection of junk navigation in the Tai Fung Hing Hoi waters.

In the petition they state that the military and police forces are so weak that junks are often forced, even at the mouth of the Hoi Fung harbour and in Shan May, and Won Hum waters. The pirates have now become so audacious that they not only dare to rob the junks but tow them to Lum Shan, where they sell the booty to the villagers. When the police see these boats passing they do not make enquiries to see if they are pirated boats, there does not seem to be any protection for the merchants.—China.

DRAINAGE PLANS.

PROPOSED REVISION OF REGULATIONS.—The Secretary.—Under ordinance 1879 sec. 69, latter half, it is not necessary for architects to send separate drainage plans to this Dept. if they were shown on Public Works plans.

The following report bearing on the above subject has been circulated:

After two years experience of attempting to work this I find it impracticable to carry out satisfactorily. The P.W.D. either need the plans at the same time that we do or the officer in charge of drainage often out it at times a cause of much delay in obtaining plans, and in the inspection of works; often plans are altered in the construction of a building—more often than not! This has to be recorded, on filed plans and much time is wasted in sending to P.W.D. sometimes three or four times, for a plan for different reasons.

Please therefore lay before the members of the Board this suggestion. "That a notice be put in the Government Gazette and a letter written to the leading architects requesting them in future not to show house drains on buildings plans, but submit a separate block plan of building showing drains and stating thereon position of kitchens, paths etc. which will be filed and kept to record in this office thereby saving time both to architects in obtaining certificates and to officers of this Department." I have consulted, I think all the architects on this question and they appear to have no objection to the arrangement.

(Sd.) R. F. DRURY.

Copy of Section 69 Ordinance 1879 of 1889 bearing on the subject was attached and circulated among the members of the Sanitary Board.

MAT SALLEH.

KILLED IN AN ENGAGEMENT.—JAMESON RAIDER AND BORNEO RAIDER.

SINGAPORE, February 15th.

Telegraphic intelligence was received in Singapore from British North Borneo yesterday that the notorious Mat Salleh, the native raider and fighter, whom the police have been chasing in his native jungle for weeks past, had been killed in combat with the forces sent out to capture or kill him. Mat Salleh has been a very troublesome for some months past. Now he is dead it is anticipated British North Borneo will revert to ways of peace. A punitive expedition, under Captain Harrington (one of Jameson's raiders) had been after Mat Salleh for a considerable time in the Tambunan country. Two weeks ago, Capt. Harrington had an engagement with the enemy in the Tambunan country. The enemy, to a considerable number, were found in a defended village, the small guns were got to bear on the place at noon, but it was not until the evening of the following day that a plucky dash, led by Lieut. Dansey, sub commander, finally captured the position. The enemy lost 60 men killed and wounded, and the village was razed to the ground. The enemy had 100 rifles which were ordered to lay down. Mat Salleh's followers fell back on their camp, which were said to be well planned, and very strongly built. It was thought at first that Mat Salleh had but a small following, but it was afterwards learned that his force numbered about 1,500.

Captain Harrington came up with Mat Salleh's followers on Saturday, and after some stiff fighting in which Mat Salleh was conspicuous for his bravery, he was killed. The news of his death was received in Singapore yesterday, and Mat Salleh fell a victim to a bullet from the attacking troops. Mat Salleh has been the bug-bear of British North Borneo for a long time. Now that his insurrection has been put down, the country may expect some measure of peace and prosperity in the country.

Mat Salleh has continually instigated rebellions against British rule.—S. F. Press.

STUDY OF CHINA.

REPORT OF SECRETARY S. H. TO COLONIAL SECRETARY.

Sir, I have the honour by direction of the President of the Sanitary Board, to point out by C.O. 2961 of 1895 it was sanctioned that the regulation governing the study of Chinese and the monetary reward granted for the possession of a certificate by the members of the police should be extended to the Inspectors of the Sanitary Department. Since that time certificates have been gained by Inspectors in this Department, and at the present time four are in possession of such certificates, namely two of the second and two of first certificates. It is, however, found that there is some cause which prevents the main body of the Inspectors from acquiring a useful knowledge of Chinese, and thus sets prejudicially against the value of their services in sanitary matters.

The reason for this may be partially due to the comparatively small reward paid for the possession of a certificate, namely \$250 \$50 and \$100 for first, second or third respectively, and to the fact that I am directed to recommend that as the police allowances have been doubled by C.O. 388 of 1899 so may the same privilege be extended to the Inspectors of this Department; to the present holders of certificates on the same terms as therein quoted for police, namely, on passing a test examination, and to all who may in future gain certificates.

(Sd.) C. W. DUGGAN.

The vote on the estimates for this Department is \$300 and the increase if granted will require an additional \$250 for the current year, and \$250 for certificates already gained and \$100 for prospective grants.

The four inspectors mentioned in the report are: J. Reidie and F. Fischer; H. J. Knight and G. Hogarth \$250.

The Colonial Secretary intimated 24th ultimo, "I think the allowance should be the same as in the police but doubt whether the officers who have not taken up, or passed in Chinese are influenced altogether by the amounts. Incapacity and disinclination to study would account for a number of them."

The Colonial Secretary intimated—"I agree with the Treasurer and, speaking from my previous experience, I doubt whether the increase in pay will lead to many more inspectors being able to speak Chinese. I shall be agreeably surprised if it does."

BY THE MAIL.

[From Our Exchange.]

A Coming Marriage.

A marriage will shortly take place between Captain Charles R. B. Owen, R.A., only son of the late Mr. Charles Owen, barrister-at-law and Chief Magistrate Straits Settlements, and Miss Catherine Gwendoline Hornby, second daughter of the Rev. C. E. Hornby, of Ashenden, Hereford.

The Clementi Smiths.

A good many of our readers will be interested to hear that two sons of Sir Cecil Clementi Smith, G.C.M.G., have started for service in South Africa. Mr. Arthur Clementi Smith, of the Public Works Department, Ceylon, goes with the Ceylon contingent of Mounted Volunteers, while 2nd Lieut. Hubert Clementi Smith, R.E., 9th Company Royal Engineers, is with the recently-formed Seventh Division.

Death of Vice-Admiral Duckworth-King.

Vice-Admiral Richard Duckworth-King died on 4th ult. At the blockade of the Canton River and the bombardment and capture of Canton, he served as midshipman of the *Jarvis*, and carried the colours of the landing party at the assault and capture of the Peiho forts, for which he obtained the Chinese medal and the action with pirates at the island of Ling-tung, near Hong Kong, where a 5-gun battery and 25 large war junks were captured.

Sir Howard Vincent goes to the Front.

Lieut. Colonel Sir Howard Vincent M.P., left Waterloo Station by the 1.15 P.M. Castl. Line express on 6th ult. for Southampton, whence he sailed for South Africa in the steamer *Carthage*. Although not permitted, upon medical grounds, to assume the command of the Volunteer contingent to which he was nominated, the gallant colonel is resolved unofficially to proceed to the seat of war. There left by the same train, for the front, Dr. Watson Cheyne and Mr. Cleave, two surgeons from King's College Hospital, who are joining the Army Medical Staff.

General Yule's Return.

Among the passengers who arrived on the 6th ult. at Southampton from South Africa by Messrs. Donald Currie and Co.'s mail steamer *Dunlop Castle* was Major-General Yule. The arrival of General Yule in England justifies the confident hope of his mother, a fine old lady over eighty years of age, who has lived at Ealing for half a century. General Yule's son's masterly conduct of the arduous retreat from Glenelg, Ladysmith, he remarked that this was his fourth war, and as he had been spared in three, he might come safely through another; but, he added, that she loved to know that "her boy" was doing his duty. Major-General Yule has been invalided home.

Deaths.

The following deaths are announced:—William Bates, the brilliant Yorkshire cricketer. Lady Alice Montagu, sister of the Duke of Manchester. Mr. Henry Tracey Coxwell, who will be remembered as one of the most active promoters in his time of that science of acoustics to which he devoted his life. Dr. Edmund Deprat, whose *Le Debut* was produced by Mr. Newman at Queen's Hall as recently as last month. Rev. Arthur Mansfield, vicar of Ebbw Vale, Gloucestershire, a famous oarsman during his University career. Mr. Richard Boyss Osborne, one of the most eminent civil engineers of the United States.

A New Judge.

Her Majesty has been pleased to approve of the name of Mr. H. Burton Buckley, Q.C., to be one of the Justices of the High Court, in the place of Mr. Justice North, resigned. On 10th ult. the retiring Judge completed his seventieth year. Sir Ford North has been a Justice of the High Court since 1881, and has therefore been qualified for a pension since 1896. Mr. Burton Buckley, the new Judge, is in his fifty-sixth year, and is the son of the late John Wall Buckley, Vicar of St. Mary's, Puddington, who was called to the Bar at Lincoln's Inn in 1869, became Queen's Counsel in 1886, and a Bench in 1891. Mr. Buckley has for many years enjoyed a large practice at the Chancery Bar, and although his name is practically unknown to the public who crowd the courts at sensational trials, he enjoys at the Bar the reputation of being a good lawyer.

Russia and Japan.

A London correspondent, alluding to the recall of Baron Rosen from Tokyo, says, "It is believed that Russia is dissatisfied with the present gain of cross-purposes between herself and Japan in Korea, is anxious to find a friendly *modus vivendi*, and wishes to put the matter into other hands than those of the late Minister."

It was Baron Rosen who signed the agreement of Russia and Japan in April 1898, recognising the sovereignty and entire independence of Korea and mutually pledging themselves to abstain from direct interference in the internal affairs of that country and to take no step in regard to the appointment of military instructors or financial advisers in Korea without consulting each other. The Russian Government further undertook to interfere in no way against the development of the commercial and industrial relations of Japan and Korea. But many points of difference have since then arisen between the two countries, and Russia, it is said, wishes to make a new departure, and with it to have a new Minister at the Japanese Court.

The Post Office.

Although no very striking postal reforms can be recorded, the Post-office has during the year just closed made steady and continuous progress in many directions. The year has, in the first place, witnessed the extension of penny postage to Malta, Jamaica, Mauritius, British North Borneo, Labuan, and the Cape of Good Hope, so that now the only British colonies which have not as yet availed themselves of the reduced rate of transmission are those of Australia, New Zealand, and Rhodesia. In the past year the cost of the telegraph has been reduced to Korea, Denmark, French and Dutch Guiana, Venezuela, Portuguese East Africa, certain places in South and East Africa, Fomosa, British Guiana, the West Indies, and Key West. It is anticipated that in the hands of the Post Office the development of the trunk telephone system will be considerable. It is four years since the department took over the trunk system of telephones, and in the interval great progress has been made in the spreading of its network.

Tricking the Boers.

Some of our soldiers have been playing tricks upon the glibless Boer. A squadron of Lancers in one of the patrols took with them one day a Lancer of straw. This figure was left near a Boer position and, viewed from a distance, looked a veritable cavalryman. The figure was left on a rock, and it was not long before the Boers were having shots at the soldier who was so cunningly exposed himself. Boer bullets had no effect, and it is alleged that getting exasperated, they turned one of their big guns on the dummy. The Liverpools one day set up a row of cities, and the Boers were driven nearly crazy by the indifference these men showed to their fire. Then there was the bogus artillery, some of our people constructed one night on the town lands in front of Unbulwara. They were figures of men and something which looked like 15-pounders. The Boers blazed away at this battery, and "knocked practical hell out of it," as an artillery man, with many delighted grins, said, only to find out that they were being fooled.

Death of Inspector General Mortimer.

Inspector General Edward Townsend Mortimer, of the Royal Navy, retired, has died suddenly, of pneumonia following influenza, at Cromwell House, Southsea, in the sixty-sixth year of his age. He joined the medical service of the Navy in March, 1856, and served on the *Albatross* during the Crimean War from 1857 to 1862, being specially mentioned in despatches for his services at the capture of the Peiho Fort, and at the attack on the same in 1859, on which occasion he was thanked by the Commander-in-Chief for his services to the wounded, and specially promoted (Staff Surgeon, April 25, 1862), and received the medal with three clasps. As Deputy Inspector General, in charge of the Royal Naval Hospital, Hongkong, he received the thanks of the Government of that Colony for acting as Chairman of a Commission to inquire into the prevalence of fever in the Colony. Dr. Mortimer was President of the Medical Society of Hongkong in 1888, and Inspector General, which office he reached in May, 1889, in charge of the Hospital from April, 1891, to January, 1894, when he was placed on the retired list.

Colours Deposited.

Intense enthusiasm was manifested in Nottingham on 10th ult. when the colours of the 1st Battalion Royal Sherwood Foresters were deposited with the Mayor, prior to the departure of the regiment for the seat of war. A contingent of five officers and fifty-eight men, accompanied by their band, brought the flags from Hulme Barracks and marched to the Guildhall, thousands of people lining the streets and cheering vociferously. The detachment, after the formal ceremony, were entertained to luncheon. There was an enthusiastic scene at West Hattlepool on 10th ult., when the local contingent of the Imperial Yeomanry took their departure for Newcastle-on-Tyne, whence they proceeded to South Africa. The Mayor and members of the Corporation were on the railway platform to bid the party, who are all of the Northumberland Hussars, farewell, and the train left the station amidst prolonged cheering and the waving of hats and handkerchiefs. The men of both the mounted and dismounted portions of the City of London Imperial Volunteers during the week have been busily drilling at Wellington Barracks. They have settled down to work, and are moving much smarter now that they are becoming familiar with their officers and commissioned officers. The Artillery have been engaged at St. John's-wood in drill on the new quick-firing gun, with which the men are much pleased.

Lord Charles Beresford Speaks.

Lord Charles Beresford was entertained at dinner at the Trocadero Restaurant by the London Chamber of Commerce. Having stated that he intended to deliver a public speech, Lord Charles declared that he had only met three men of the cabinet who understood the question of the administration of the services, and they were Lord Randolph Churchill, Sir Michael Hicks Beach, and Sir Charles Dilke. When our defences were put to the test there was always a panic, and inferior articles were bought at the highest price in order to equip ourselves for the war we were undertaking. The Budget for defences was not made out on the exigencies of defence, but upon the exigencies of finance. It was found necessary to war that we had neither the equipment nor organisation that we should have ready for any emergency, "that might-nice." We were now fighting two third-class Republics—very gallant men and worthy foes—but we had already come down to taking all the young men of England in order that we might give those two Republics of our own territory.

The present system was thoroughly bad and thoroughly misleading. There was no responsibility under it. The Minister was supposed to be responsible to Parliament, but the House knew that the Minister did not know anything about it. This was no real responsibility based upon the ordinary common

sense of making out the requirements of defences before the Ministers asked for money. Therefore the whole business was a farce.

Speech by Mr. Balfour.

Mr. Balfour, addressing his East Manchester constituents on 8th ult. at the defended Government of the charge of not having been properly prepared for the war. Had they acted from the assumption that war was inevitable, they would not have had, as now, the country absolutely united in support of the policy pursued. That, again, was worth many an army corps. Notwithstanding the tactical mistake of Ladysmith, the Boer invasion of British territory had not made such progress as might have been expected. He maintained that good artillery, had been sent out, and were being sent out abundantly. He excluded the sea transport of the troops, and the manner in which the reserves had come up. The Government, the right hon. gentleman added, had given the general an absolutely free hand. He ridiculed foreign prophecies that the dissolution of the Empire had begun. Speaking on 10th ult. at the Manchester Conservative Club Mr. Balfour defended the War Office from the criticisms to which the Department had been subjected in connection with the present war. There had been no policy of concealment. On the contrary, he never had been a time in the history of the world in which the War Office had been readier with instantaneous information upon every incident in the campaign, whether favourable or unfavourable. He denied that the Army had been sent out with guns so feeble as to be practically placed at a hopeless disadvantage, saying their equipments were those which, it was considered, were demanded by the circumstances of the case. The War Office, however, were now engaged in experiments, with the object of devising, if possible, better guns than those now in use.

Arrival of Sick and Wounded.

A hundred and fifty sick and wounded from the western and the Ladysmith sides landed from the *Aurania* at Southampton, on 5th ult., and several of them gave to a Press correspondent some interesting sidelights upon the campaign. The story of a private of the Gloucesters, who was wounded and captured at Nicholson's Nek, "After the battle," he said, "I was lying at the bottom of the hill, with all the rest of the wounded. After a bit General Joubert came by. He stopped and looked at us, and started talking to one of our officers. I was quite close, and heard what he said. He told our officer he never wanted to fight, but that he had to. He smiled when he saw us all lying there, and said that though it seemed a bad knock, he knew the loss of two regiments would not affect the English, as they could easily replace them; but that if the Boers had lost all those men, that would have been very bad, as there would have been nobody to replace them. Then, before he moved off, I heard him say quite plainly that in the end the English were bound to win, and get the Transvaal. I must say," continued the Gloucester man, "the Boers were very good to us, and I reckon that Joubert is a first-rate general and a first-rate gentleman." Some half-dozen Grenadiers of the 3rd Battalion, talked of Belmont, Graspan, and Modder River, for some of them had been in the latter. One spoke of the bravery of our officers. "They were always in front cheering the men," he said. "Lord Methuen is a fine officer. Before we marched he addressed us, and said that what he did he meant to do thoroughly, and he did not care if he was killed. He never said anything, but he kept looking round and moving his lips." "I was by," said another man, "when Colonel Stoper was shot." The Guards Brigade was marching on the Modder River village. Then a field officer brought word that the firing line—that was the Guards—was to retire. We began retreating, and Colonel Stoper shouted, "What are you retreating for?" "When the Boers blazed away the first shot, a shell, struck him fair in the chest. He was knocked over, but he got up, his knees and prayed, and then he got back and died." "I was by," said another man, "when he shot Lieutenant Blundell. He said, 'All right, my man, our ambulance will be along directly.' Then the brute turned round and shot him through the lungs."

SHIPPING REPORTS.

Captain G. T. Blaxland, of the steamship *Diamond*, from Manila, reports—Fine clear weather, light to fresh N.E. wind, with smooth sea.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations to 1895.

Barometer 30.141
Thermometer 57.3
Humidity 70.0
Rainfall 1.76

TO-DAY.

Barometer 30.15
Temperature 59
Humidity 89
Rainfall 87

TO-DAY.

Thursday, 15th February, 1900.
Chinese—16th of 1st moon of 20th year of Kwang-shi.
Sun—Rises 6hr. 33min.
Set 5hr. 30min.
High water—Morning 6hr. 22min.
Afternoon 6hr. 42min.
Low water—Morning 3hr. 42min.
Afternoon 3hr. 5min.

ANNIVERSARIES.

1841—Hongkong and Shanghai declared free ports.
1874—The ship *Columbia* burnt in Hongkong harbour.
1884—Telegraph cable between Japan and Korea opened.
1885—The Chinese ships *Yu-yuen* and *Chin-chang* sunk by the French in Sheikso harbour.
1896—Call of snow at Foochow.
1897—King George of Greece forcibly intervened in Crete affairs.
1898—U. S. battleship *Maine* blown up in Havana harbour.
H.M.S. *Victorious*, went aground at Suez.

TO-MORROW.

Friday, 16th February, 1900.
Chinese—17th of 1st moon of 20th year of Kwang-shi.
Sun—Rises 6hr. 33min.
Set 5hr. 30min.
High water—Morning 6hr. 40min.
Afternoon 6hr. 40min.
Low water—Morning 3hr. 40min.
Afternoon 3hr. 40min.

ANNIVERSARIES.
1855—The insurgents evacuated Shanghai.
1863—First public parade of the Hongkong Volunteer Corps and presentation of colours.
1876—The Both Regiment left Hongkong.
1884—Hongkong Legislative Council reorganised.
1885—The steamer *Castillo* lost on Flat Island, Lyeemum Pass.
1887—The Alice Memorial Hospital, Hongkong, opened.
1893—The Swedish barque *Doris* wrecked near the Natuna Island.
1896—The Nova Scotia barque *Lynwood* wrecked on Pratas Reef.
1898—Strike of Officers British Indian Steamship Co., ended.

AGENDA.

TO-DAY.
Cargo *Benvenue* subject to rent.
China Provision, Loan and Mortgage Co., Ltd. Register of shares closed.
9 p.m.—A. D. C. "Yeomen of the Guard" at City Hall.

TO-MORROW.
4 p.m.—Football Final for the Regimental Cup between "A" and "B" Co., R.W.F.
8.30 for 9 p.m.—A regular meeting of the Perseverance Lodge.
Cargo ex *Kunwang* subject to rent.

SATURDAY, 17th.
C. N. steamer *Changsha*, leaves for Shimonsaki and Kobe.
Noon—Hongkong and Shanghai Banking Corporation, Half-yearly meeting at the City Hall.
Noon—N. & O. steamer *Bengal*, with mails, leaves for Europe.
4 p.m.—Football Semi-final for Shield Competition, "H" Co., R.W.F. vs. "B" Co., R.W.F.
8.30 p.m. to 9.00 p.m.—Regular Meeting of the Perseverance Lodge.
9 p.m.—A. D. C. Yeoman of the Guard at City Hall.

ABOUT P. & O. *Rohilla*, leaves for Japan.
SUNDAY, 18th.
(About) N. L. H. A. steamer *Babelsberg*, leaves for Havre and Hamburg.
O. S. S. Co. steamer *Pyrrhus*, leaves for Liverpool.

MONDAY, 19th.
3.00, 3.15 and 3.30 p.m.—Auction sale of Crown lands, at Mon-kok-tui, Barker Road and Yau-mat, at P.W.D. offices.
4.30 p.m.—Football H. K. F. C. vs. H.M.S. *Victorious*.
H.K.F.C. ORDERS.
5.30 p.m.—P. & O. launch leaves S. M. Pier for Sioncutters, E.L. run.

TUESDAY, 20th.
Daylight E. & A. steamer *Guthrie*, leaves for Australia ports.
Ocean Steamship Co.'s steamer *Stellar* for London.

HONGKONG RACES.
Noon—Indo-China *Kunwang* leaves for Calcutta.

SHIPPING AND MAIL NEWS.

MAILED DUE.
English (*Coromandel*) 17th inst.
American (*Algon*) 20th inst.
German (*Oldenburg*) 20th inst.
German (*Stuttgart*) 22nd inst.
Canadian (*Empress of Japan*) 23rd inst.
American (*China*) 23rd inst.
American (*Doric*) 24th inst.
American (*Nippon Maru*) 9th prox.

The N. P. S. S. Co.'s steamer *Saint Irene*, arrived at Tacoma from Japan and Hongkong on the 13th inst.

The E. A. Co.'s *Amam*, left Shanghai this morning, and may be expected here on or about Sunday, the 18th inst.

The steamer *Wakana Maru*, Europe Line left Kobe, via Moji for this port yesterday, the 14th inst., and is expected to arrive here on the 21st inst.

HONGKONG AND WHAMPONG DOCK RETURNS.
Isla de Cuba, at Kowloon Dock.
Maiden Maru,
Prosper,
Hongkong,
Kailang,
U.S.S. Monadnock,
U.S.S. Iris,
U.S.S. Wheeling,
Tyr,
Hongkong,
D. Jun & Austria, Cosmopolitan
Mennur,
Dyblone,
Victoria,
Hasting, Aberdeen

PASSED THE CANAL.
Outward—30th December *St. Jerome*, *Indus*, *Dart*, *Lookabken*, *Lynbrook*, *Olyssip*, 2nd January—*Sanuki Maru*, *St. Andrews*, 5th January—*Laos*, *Tenkai*, *Erzerow*, *Ferdinand*, *Denbighshire*, *Orman*, 9th January—*Tuskar*, 16th January—*Narvik*, 19th January—*Eidvold*, *Candia*, *Andania*, *Cakobrak*, *Socatra*, 26th January—*Java*, 23rd January—*Windsor*, 30th January—*Tonkin*, *Siam*, 2nd February—*Glanville*, *Glenelg*, 6th February—*Heidelberg*, *Maria Valerie*, *Ernest Simons*, *St. Ronald*, *Andros*, *Ordel*, 9th February—*Kawachi Maru*, *Shanghai*.

Homeward—12th Jan.—*Andalusia*, *Savahi*, 16th January—*Yarna*, *Sivaria*, 19th January—*Japan*, 23rd January—*Kennor*, *Melpomen*, *Elizabeth*, *Rickers*, 30th January—*Tonkin*, *Penlarig*, *Rugby*, *Esksdale*, *St. Kilda*, *Korniloff*, *Stuttgart*, 6th February—*Asama*, 9th February—*Dionet*, *Horvick*, *Hall*.

Shipping.

Arrivals.
BENVOULICH, British steamer, 2,165, R. W. Thomson, 14th Feb.—Moji 9th Feb, Coal.
Gibb, Livingston & Co.
DIAMANTE, British steamer, 1,225, G. T. Blaxland, 15th Feb.—Manila 12th Feb, General.
Shewan, Tomes & Co.
ANPING, Chinese steamer, 1,158, H. Barlow, 15th Feb.—Canton 14th Feb, General.
C. M. S. N. Co.
WHAMPONG, British steamer, 1,109, P. Garriock, 15th Feb.—Canton 14th Feb, General.
Butterfield & Swire.
BENGAL, British steamer, 2,751, S. Barcham, 15th Feb.—Shanghai 13th Feb, Malls and General.
C. O. S. N. Co.

E. F. FERDINAND, Austrian steamer, 3,800, Giuseppe Miranich, 15th Feb.—Trieste 25th Dec., and Singapore 9th Feb, General.
Sander, Wieler & Co.
BENLAWERS, British steamer, 1,484, A. Webster, 15th Feb.—Java 4th Feb, Sugar—Gibb, Livingston & Co.

Steamers Expected.

Names. From. Due.
Oopack Singapore To-morrow
Bornid Singapore To-morrow
Denbighshire Singapore To-morrow
Coromandel Singapore Feb. 17th
Orestes Singapore Feb. 19th
Oldenburg Japan Feb. 20th
Algon Japan Feb. 20th
Kasuga Maru Japan Feb. 20th
Wakana Maru Japan Feb. 21st
Stuttgart Singapore Feb. 21st
Empress of Japan Japan Feb. 23rd
China Japan Feb. 23rd
Arab Japan Feb. 23rd
Doric San Francisco Mar. 1st
Nippon Maru San Francisco Mar. 9th

PROJECTED SAILINGS.
Ship. Destination. Date.
Alasia Havre, &c. Feb. 27th
Algon San Francisco, &c. Mar. 1st
America Maru San Francisco, &c. April 14th
Astoria New York Mar. 18th
Bayern Straits, &c. Mar. 7th
Belgian King San Diego, &c. Feb. 21st
Bengal Europe, &c. Feb. 17th
Calchas London Mar. 20th
Camoria Rangoon Feb. 28th
Candia Kobe Mar. 3rd
Canton London Feb. 22nd
Changsha Sydney, &c. Mar. 5th
China San Francisco, &c. Mar. 3rd
City of Rio San Francisco, &c. Mar. 27th
Copeland San Francisco, &c. April 5th
Coromandel Shanghai Feb. 17th
Denbighshire Japan Feb. 19th

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 14th January, 1900. [106b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 24th January, 1900. [106b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 30th January, 1900. [127b]

THE CHINA-BORNED COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the Company, No. 4, Queen's Buildings, on WEDNESDAY, the 28th day of February, at 12 o'clock (NOON), to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th instant, both days inclusive.

By order of the Board of Directors,
J. WHEELEY,
Manager.
Hongkong, 12th February, 1900. [191b]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pedder Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
HONGKONG FIRE INSURANCE CO., LIMITED.
Hongkong, 30th January, 1900. [129b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING OF SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 9th February, 1900. [171b]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1900.

TUESDAY, WEDNESDAY & THURSDAY, the 20th, 21st and 22nd February.

TICKETS of ADMISSION, to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd. Price \$5 for the Meeting.

TICKETS for the Day may be purchased at the Gate; Price \$2 each.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [207b]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 20th, 21st and 22nd instant.

An Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which may be had on Application by Members to the Undersecretary; said Tickets must be produced to gain Admission.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [207b]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day without Tickets, which can be had on Application to the Undersecretary.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [207b]

HONGKONG JOCKEY CLUB.

NOTICE.

THE INTEREST & RESPONSIBILITY of the Undersecretary in the TSUN HAN YAT I.O. No. 51, Gough Street, CEASES from this Date.

WONG SUI TONG,
Hongkong, 13th February, 1900. [199b]

HONGKONG JOCKEY CLUB.

LOST.

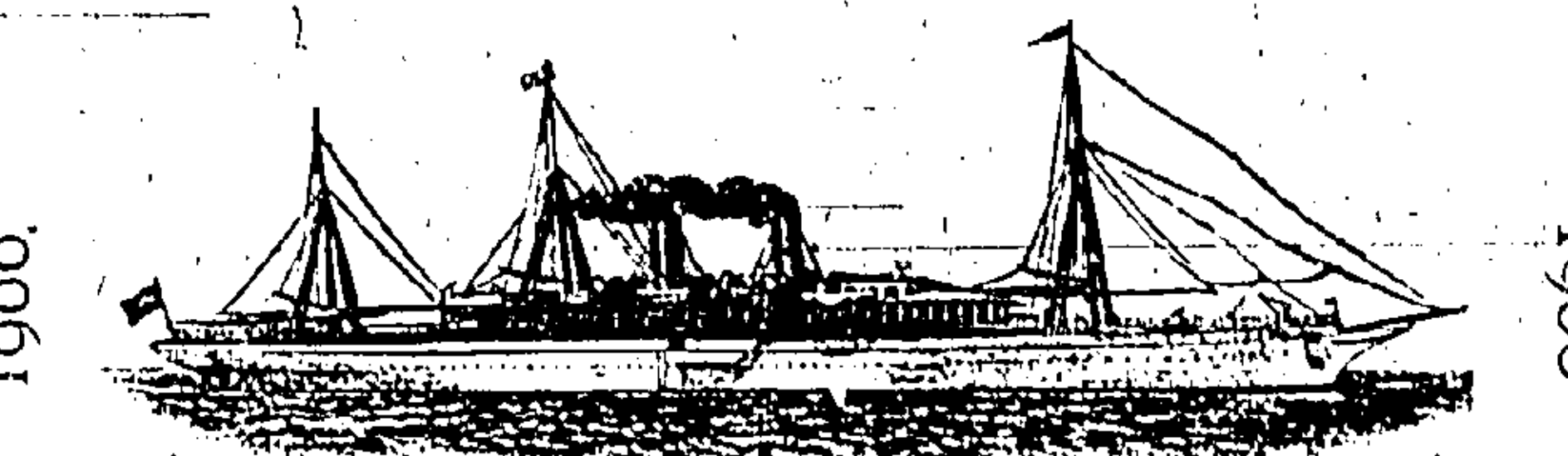
ON SATURDAY EVENING, between the City Hall and Kowloon Docks, a Lady's OSTRICH-FEATHER BOA.

The Finder will be REWARDED bringing same to

The Hongkong Telegraph Office.
Hongkong, 13th February, 1900. [200b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1900. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Ton—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street. [3]

Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King ... 13,379 ... about ... Feb. 21

Thyria ... 13,426 ... about ... Mar. 6

Lady Joyce ... 13,466 ... about ... Mar. 31

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 21st February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 10th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAIL ROAD AND NAVIGATION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 9th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 3rd February, 1900. [15]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 13th February, 1900. [4]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 23rd Feb., at Daylight.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 23rd Feb., at 4 P.M.
FUTABA MARU	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 24th Feb., at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, and March, at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th February, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	BORDEAUX, HAVRE & HAMBURG.	27th February.
Knuth	(LONDON with transhipment in HAMBURG) NEW YORK.	About 18th March.
ASTORIA	(via SUEZ CANAL.) HAVRE and HAMBURG.	About 22nd March.
SAVOIA	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st March.
SAXONIA	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 6th April.
Kreth	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 13th April.
HEIDELBERG	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 20th April.
Schuler	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 27th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 23rd February, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 23rd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 13th February, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Alcoa (via Moji, Kobe and Yokohama) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

SINGAPORE GARRISON.

ARRIVAL OF INDIAN TROOPS.

SINGAPORE, February 6th.

This morning, there arrived at Singapore the 16th Madras Infantry, who are to take the place of the "King's Own" Regiment, now under orders for home. The *Kum Sang*, which had conveyed the troops, got alongside the Tanjong Pagar Wharf about 10 o'clock, and after an inspection by the Health Officer, the task of disembarking commenced. The men to the number of 880, rank and file formed upon the quay-side under the command of Colonel J. W. Parker. The men were attired in khaki, and armed with the Martini-Henry rifle, and the three-cornered bayonet. Their average height is about 5 feet 7 inches, the regiment being composed of four companies of Mohammedans, two of Tamils, and two of mixed race. They are of good physique, and seem to possess the qualities for fighting material.

A detachment having been told off to unload the baggage, the remainder of the men to the number of 800, headed by their band, marched off to Tanjong. The route taken was by Mount Faber, and on arrival at the Barracks the new arrivals were encamped on the Square, where they will probably remain till the departure of the "King's Own." The unloading of the baggage was got through very quickly, and in the afternoon the whole of the multifarious goods were transferred from the ship to the native quarters, at Tanjong.

A conversation with one of the officers elicited the fact that the voyage from India had been a very good one and the health of the troops excellent. The regiment left Benarumpur, Madras, where they were last stationed, on the 27th January, proceeding to Cuttack, and afterwards going up the canal from there to False Point by means of barges. They joined the *Kum Sang* on the 30th.

The 16th Madras Infantry was raised at Trichinopoly in 1776, and afterwards linked with the 5th and 27th Regiments. The regiment has been present at several engagements, and a good many of the men who lined up to-day wore the ribbon for Burma. The full dress uniform of the regiment is red, with yellow facings and gold lace. The officers are Colonel J. W. Parker (in command), Major A. H. Debbis, Captain R. H. Dewing, Lieut. B. H. Macgregor (Adjutant), Lieut. A. F. S. Dickenson, Second Lieut. J. F. Woodman and W. F. G. Gilchrist, Major R. de Costa, and 18 native officers. There were on board also Mrs. Dobbs, and Mrs. Margrath and child.

The officers of the "King's Own" have gained a name in Singapore for their prowess in sport, especially in polo, and their successors may no doubt be able to keep up their good reputation, for India is the home of polo, and several of the newly-arrived officers are adepts at that game and also at tent-pegging.

H. E. Major-General Dickson was present at the wharf during the disembarkation of the troops, and Capt. White, D.A.A.G., was busily employed superintending the disembarking of troops and stores. This evening, the officers of the native infantry will be entertained by the officers of the "King's Own" at Tanjong.

FRONTIER TROUBLE AT SONMA.

FRONTIER DEMARCATION OPPOSED.

RANGOON January 10th.

The following official Press communication was issued to-day. The Wang, or Chief of Sonma, a petty Shan State, which lies between China and the Salween in the latitude of Kunglung Ferry, is offering opposition to the demarcation of his frontier. The headman of Panglong was sent to Pangkawn, the capital of Sonma, about 15 miles south of Panglong, to represent our friendly intentions to the Wang. The headman was ambushed by the Wang, and shot with seven out of his eight followers. Subsequently Panglong was capitulated to the Wang, and brought him off by the payment of an indemnity. The Wang now threatens to attack the reserve escort of the Commission, consisting of military police stationed at Hopang on the Namting, about 15 miles north of Panglong. The threat is probably bravado. The reserve escort is in no danger, but, as a precaution, a reinforcement of about 50 men is being sent from Lashio. Mr. Scott, with a personal escort of 50 European soldiers, is at Mangkha, on the Namting, about 15 miles beyond Topang. The camp of the Chinese Commissioners, who have a large Chinese force, is close by.

THE FAMINE IN INDIA.

Owing to the heavy expenditure in consequence of the scarcity in India, it has been practically decided that no fresh railways shall be commenced during the current year. The severity of the famine, so far as it affects cattle, is shown by the fact that 74 lakhs of hides were shipped from Calcutta last month against twelve lakhs in the same month in the previous year.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Arnold, A. K. Kias, G. G.
Angier, A. G. Lank, J.
Ah Fong, Miss Lambie & Dodge, J. E.
Amoy, Fanny Lourenthal, J.
Alexis, M. Lins, M. H.
Armstrong, A. Laloubere
All, Miss Lunie, Mrs.
Amasmoock, Lee, Lieut. C. A.
Arab, N. M. Lins, Miss
Arnold, E. W. Liddon, R. K.
Aglivie, A. B. Landers, J. A.
Anles, Dr. V. Jackson, T. P.
Amad, J. M. Laite, Dr. O.
Baron, Z. S. McCoughan, E. L.
Bennett, J. Moore, Mrs. M.
Bennet, Mr. Mul Yung, Mrs.
Bike, R. E. Montilla, T.
Baring, T. Masanor, Miss
Danbago, E. M. Mottichund, A. K.
Bib, Angan Medical, S. R.
Ballard, Anna Mucay, A. R.
Brennes, C. Mucay, Paul
Burnett, L. C. Marall, G.
Buckley, H. D. Marriot, H. D.

List of Registered Covers for Merchant Ships.

S.S. *Lotus* O. Larson.
S.S. *Lotus* T. Williams.
S.S. *Lotus* Capt. Kirkwood. (2)
S.S. *Chitlang* Capt. J. Vaughan.
S.S. *Chitlang* T. Williams.
S.S. *Chitlang* J. Fleming (Baker). (2)
S.S. *Chitlang* R. Macfarlane.
S.S. *Chitlang* S. Simonsen.
S.S. *Chitlang* G. Menzies.
S.S. *Chitlang* D. Pritchard.
S.S. *Chitlang* Chief Engineer.
S.S. *Chitlang* H. K. Spaxley.
S.S. *Chitlang* J. Scott.
S.S. *Chitlang* J. Harris.
S.S. *Chitlang* J. Williams.
S.S. *Chitlang* J. Allen.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above TO-MORROW, the 16th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th February, 1900. [185b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

THE Company's Steamship

"PYRRHUS,"
Captain Ratt, will be despatched as above on SATURDAY, the 17th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th February, 1900. [80b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th February, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th February, 1900. [204b]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"
will be despatched for the above Port, on MONDAY, the 19th instant.
To be followed by
The Steamship
"MORVEN,"
about the 25th February, 1900.
For Freight, apply to SHEWAN TOMES & CO, Agents.
Hongkong, 13th February, 1900. [19b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Company's Steamship

"GUTHRIE,"
Captain Dabell, will be despatched as above on TUESDAY, the 20th February, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO, Agents.
Hongkong, 30th January, 1900. [126b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above on TUESDAY, the 20th instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO, General Managers.
Hongkong, 14th February, 1900. [201b]

FOR RANGOON.

THE Company's Steamship

"COMORTA,"
Captain T. A. Collins, will be despatched as above on or about the 28th instant.
For Freight or Passage, apply to JARDINE, MATHESON & CO, Agents.
Hongkong, 7th February, 1900. [163b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"
D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.
For Freight, &c., apply to JARDINE, MATHESON & CO, Agents.
Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 20th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [182b]

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"ST. REGULUS,"
will be despatched for the above Port. For Freight, apply to DODWELL & CO, LIMITED, Agents.
Hongkong, 14th February, 1900. [132b]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain Blackland, will be despatched for the above port, on SATURDAY, the 17th instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHEWAN TOMES & CO, General Managers.
Hongkong, 10th February, 1900. [180b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRZ. FERDINAND,"
Captain G. Nicolich, will leave for the above places on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to SANDER, WIELER & CO, Agents.
Hongkong, 9th February, 1900. [175b]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DENBIGHSHIRE,"
H. N. Vyvyan, Commander, will be despatched for the above Ports on or about MONDAY, the 19th instant.
For Freight or Passage, apply to SHEWAN TOMES & CO, Agents.
Hongkong, 10th February, 1900. [179b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"
Captain Jackson, will be despatched on TUESDAY, the 20th February.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th Janu ry, 1900. [51b]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU,"
(3,800 Tons Gross, Captain E. W. Haswell.) will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 14th February, 1900. [205b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched on MONDAY, the 5th March, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd February, 1900. [141b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched on TUESDAY, the 6th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th January, 1900. [115b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

THE Company's Steamship

"NESTOR,"
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [181b]

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents—
Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshioka Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagatuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Mikie Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA, M. FUJISE, Manager.
Hongkong, 11th December, 1899. [33]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo for the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 9th February, 1900. [5]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 12th February, 1900. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 16th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 14th February, 1900. [202b]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship

"GLEN TURET,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 21st instant, will be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 14th February, 1900. [203b]

Entimations.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED and EMBROIDERED SCREENS, LACQUERED BOXES.

And Several Kinds of PHOTOGRAPH FRAMES.

at MODERATE PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 18th January, 1900. [41]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 44 & 46, Queen's Road Central. [43]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Hongkong, 22nd September 1898. [40]

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS especially.

Hongkong, 22nd September 1898. [40]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

[33]

Intimations.

RACE HOLIDAYS.

THE Undersigned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager, Hongkong.

For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, L. BERINDOAGUE, Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager.

For the DEUTSCH-ASIATISCHE BANK, F. URRIG, Manager.

Hongkong, 13th February, 1900. [197b]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instants.

JARDINE, MATHESON & CO, General Agents, CANTON INSURANCE OFFICE, LD. and General Managers, HONGKONG FIRE INSURANCE CO., LIMITED.

DOUGLAS JONES, Secretary, UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL, Agent, NORTH-CHINA INSURANCE CO., LD.

I. P. WADMAN, Acting Secretary, CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & CO, Agents, YANGTSE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN, Secretary, CHINA FIRE INSURANCE CO., LD.

Hongkong, 14th February, 1900. [210b]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:

"That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of 5 per centum per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors, W. H. GASKELL, Secretary.

Hongkong, 30th January, 1900. [130b]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an Ex-SCHOOLMASTER.

Terms moderate, for Particulars apply to J. J. [17]

Hongkong, 18th August, 1899. [1048a]

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1898. [139]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers

Intimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTERS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S KAHTJENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILERS' PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

"THE ABSENT MINDED BEGAR."

GRAND NEW PATRIOTIC POEM BY
RUDYARD KIPPLING, Music by Sir
ARTHUR SULLIVAN.
Has created a future unexampled, amazing,
immense.

Order at once "for your Credits Sake and
Pay, Pay, Pay."
Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.
Hongkong, 20th December, 1894.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White-Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTANN & Co.
Hongkong, 11th September, 1896.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897.

RIGAUD'S
White Violet
EXTRACT

This fugative and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by
the most re-
fined French
Society

RIGAUD & Co.
10,000
White Violets
per French bottle of
Rigaud's Extract
PARIS

**VISITORS AND RESIDENTS AT THE
PEAK HOTEL.**

Bernadotte, Mr. Louis John, Major G. R. St.
Brayne, Mr. H. F. R. Kofod, Capt. K.
Brown, Colonel
Bute, Mr. P.
Carrington, Sir John W. Mitchell, Mr. and Mrs.
Clarke, Capt. and Mrs. Mounsey, Mr. and Mrs.
A. C.
Dann, Mr. G. H.
Dore, Mr. F. J. Haver
Eckel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt. Col. A. R.
Gompertz, Mr. H. H. Smith, Mr. A. Findlay
Gorges, Colonel E. H. Stokes, Mr. A. G.
Graham, Mr. D. M.
Gros, Mr. Edward F.
Hays, Mr. J.
Inchbald, Mr. Chantrey
Jacob, Mr. F. B.

CRAGIERBURN.
Clement, Mr. C.
Dowling, Mr. H. G.
Flynn, R. N. Rev.
Johnson, Rev. F. T.
Johnston, Mr. R. F.
Libaud, Mrs.
Miller, Mrs. M. J.
Miller, Miss Maud
Miller, Miss Carolina
Miller, Miss Jeanie
Penny, Miss

Rice, Mrs. Albert Smith
Rice, Miss Ellen A.
Simmonds, Capt. C. B.
Snow, Lt. C. F., U.S.N.
Snow, Mrs. C. F. and
daughter
Volpicelli, Consul
Volpicelli, Madame
Wright, Ma.

EXCHANGE.
Hongkong, 15th February.

ON LONDON, Telegraphic Transfer, 1/11 5/16
Bank Bill, at demand, 1/11 1/2
Credits, 1 month's sight, 1/11 1/2
Debits, 1 month's sight, 1/11 1/2
ON PARIS, Bank Bill, at demand, 1/11 1/2
Credits, 1 month's sight, 1/11 1/2
Debits, 1 month's sight, 1/11 1/2
ON NEW YORK, Bank Bill, at demand, 1/11 1/2
Credits, 1 month's sight, 1/11 1/2
Debits, 1 month's sight, 1/11 1/2
ON BOMBAY, Telegraphic Transfer, 1/11 1/2
Bank Bill, at demand, 1/11 1/2
Credits, 1 month's sight, 1/11 1/2
Debits, 1 month's sight, 1/11 1/2
ON SHANGHAI, Telegraphic Transfer, 1/11 1/2
Private, 10 days' sight, 1/11 1/2
ON YOKOHAMA, T.T., 1/11 1/2
Sovereigns, Bank's Buying Rate, 1/11 1/2
Gold Leaf 100 touch, per tael, 27 5/16
Dollars, 27 5/16

The Share Market.

LATEST QUOTATIONS.
(February 15th.)

Companies. Paid up Capital. Latest quotation.

Banks.
Hongkong & Shanghai Banking Corporation, Ltd. £125 33 3/4 premium
The Bank of China & Japan, Limited (Preference) £5 Nominal
The Bank of China & Japan, Limited (Ordinary) £4 4 1/4 buyers
The Bank of China & Japan, Limited (Deferred) £1 1 1/2 buyers
National Bank of China, Ltd. £8 1/2 \$26 1/2
Do. Founders £1 1/2 \$20

Marine Insurance.
Union Ins. Society of Canton, Ltd. £50 \$235
China Traders' Ins. Co., Ltd. £25 \$56
North China Ins. Co., Ltd. £25 Tls. 180
Yangtze Ins. Assoc. £60 \$117 1/4 buyers
Canton Ins. Office, Ltd. £50 \$130
China Fire Ins. Co., Ltd. £20 \$89 1/2
Straits Ins. Co., Ltd. £20 \$2

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited £15 \$29 1/2
Indo-China Steam Navigation Co., Ltd. £10 \$88
China & Manila S.S. Co., Ltd. £50 \$100
Douglas Steamship Co., Ltd. £50 \$49
China Mutual S.S. Co., Ltd. (Preference) £10 \$10 buyers
China Mutual S.S. Co., Ltd. (Ordinary) £10 \$10
China Mutual S.S. Co., Ltd. (Ordinary) £10 \$10
Star Ferry Co., Ltd. £5 \$5
"Shell" Transport & Trading Co., Ltd. £100 £250

Refineries.
China Sugar Refining Co., Ltd. £100 \$126
Luen Sugar Refining Co., Ltd. £100 \$47

Mining.
Punjom Mining Co., Ltd. £6 \$57 1/2
Punjom Mining Preference Shares £1 \$130
Société Française des Charbonnages du Tonkin Fcs. 250 \$360
Queen Mines, Ltd. 25 cts. \$0.37
Jelchu Mining and Trading Co., Ltd. £5 \$13 1/2
Raub Altin Gold Mining Co., Ltd. 15s. 10d. \$62
Oliver's Freehold Mines, Ltd. A £5 \$5 1/2
Oliver's Freehold Mines, Ltd. B £4 \$470
Great Eastern & Caledonian Gold Mining Co., Ltd. £5 \$1
Do. (Preference) £1 \$0.40

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd. £125 55 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd. £50 \$84 1/4 buyers
Wanchai Warehouse & Storage Co., Ltd. £37 1/2 \$43 1/2
New Amoy Dock Co., Ltd. £6 \$20 1/2

Land, Hotels and Buildings.
China Provident Loan & Mortgage Co., Ltd. £10 \$935
Hongkong Land Investment & Agency Co., Ltd. £50 \$122 1/2
Kowloon Land and Building Co., Ltd. £30 \$26
West Point Building Co., Ltd. £50 \$41
Hongkong Hotel Co., Ltd. £50 \$127
Humphreys' Estate & Finance Co., Ltd. £10 \$10

Cotton Mills.
Hongkong Cotton Spinning & Dyeing Co., Ltd. £100 \$38
Ewo Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 60
International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 67
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 72 1/2
Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 375
Yahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 54

Miscellaneous.
Green Island Cement Co., Ltd. £10 \$28 1/2
China-Borneo Co., Ltd. £15 \$15 1/2
A. S. Watson & Co., Limited £10 \$16 1/2
Waking Limited £10 \$10 1/2
Hongkong Electric Co., Limited £10 \$11 1/2
Hongkong Electric Co., Limited £2 \$2 1/2
Hongkong and China Gas Co., Ltd. £10 \$13 1/2
Hongkong Rope Manufacturing Co., Ltd. £50 \$32 1/2
Geo. Fenwick & Co., Ltd. £25 \$50
Hong Lee Co., Ltd. £25 \$16 1/2
Hong High Level Tramway Co., Ltd. \$100 \$152 1/2
Dairy Farm Co., Ltd. £50 \$35
Campbell, Moore and Co., Ltd. £10 \$16

Benjamin, Kelly & Forth, Share Brokers.
Telegraph Address: "Rialto."
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
McDonald, Mr. J. Y.
Angus, Mrs. John
Messer, Mr. T. S.
Bailey, Mr. E. L.
Murphy, Mr. E. O.
Barber, Mr. W. S.
Myer, Mr. A. H.
Barlow, Mr. B. J.
Neirop, Mr. Van
Barrett, Dr. and Mrs.
Newton, Mr.
Blackburn, Com. R.N.
Ochslager, Mr. K.
Botenheim, Mr. and Mrs.
O'Connell, Mr. & Mrs.
Mrs. A. H.

Brooks, Mr. Franklin
Oudaille, Mr. E. H.
Brooks, Mrs. F. W.
Parfitt, Mr. W. H.
Byron, Mr. J. C.
Perley, Mr. H. O.
Cantillo, Mr. O. V.
Potter, Mr. E. C.
Carter, Mr. H. B.
Pow, Miss Helene
Church, Mr. and Mrs.
Reeves, Mr.
W. T.
Clark, Dr. and Mrs. F.
Robinson, Mr. A. G.
Dawson, Comdr. R.
Rolph, Mr. R. T.
Mrs. Pudsey
Denroche, Mr. P. C.
Rondey, Mrs. L. S.
Dishon, Mr. G. D.
Rouget, Mr.
Drum, Miss
Ryan, R.A.M.C., Lt.-Dunlop, Mr. A.

Earnshaw, Mr. & Mrs.
Scott, Mr. H. G.
and 2 children
Sharp, Mr. & Mrs. E. H.
Fleischer, Mr.
Simmins, Mr. H.
Forrens, Mr. G.
Smith, Mr. Gordon R.
Glover, Mrs.
Smythe, Mr. A. J.
Goddard, Capt.
Hamilton

Greenleaf, Mr. G. R.
Taylor, Mr. B.
Griffin, Major and Mrs.
Thomas, Mr. E. and
Hall, Mr. R. J.
Hennage, Mr. H.
Torrens, Mr. G.
Hollibook, Mrs. L. R.
Tour, Mr. and Mrs. E.
Holliday, Mr. & Mrs.
Cecil
Tower, Mrs. A. S. and
son

H. H.
Howard, Mr. T.
Verschans, Mr. G.
Hudson, Mr. E. P.
Waghom, Mr. G.
Hudson, Mr. H. N.
Waldow, Mr. R.
Jeffreys, Major & Mrs.
Walling, Mr. and Mrs.
Johnson, Mr. L. E.
B. T. and child
Joseph, Mr. and Mrs.
Warfield, Mr. and Mrs.
Watney, Mrs. Claude
and maid

Katsch, Mr. E. A.
Weeks, Mr. Geo. H.
King, Mr. E. S.
Weeks, Mr. M. M.
Kingsford, Mr. J. E.
Whitely, Mr. & Mrs. W. J.
Lambie, Mr. J. E.
Whitely, Miss
Leggatt, Mr. E. C.
Whitely, Mr. W. J. G.
Levy, Mr. L. A.
Whitlow, Mr. and Mrs.
Lima, Mr. C.
A. W.

Lutz, Mr. Emile
Wild, Mr. and Mrs.
MacGowan, Mr. R. J.
Bagnall
Macmillan, Mr. A. C.
Zuniga, Mr. J. M. de
Mason, Mr. H. B.

Mayston, Mr. J. Y.
McDonald, Mr. J. Y.
McLeod, Mr. & Mrs. E.
Messer, Mr. T. S.
Murphy, Mr. E. O.
Myer, Mr. A. H.
Neirop, Mr. Van
Newton, Mr.
Ochslager, Mr. K.
O'Connell, Mr. & Mrs.
Mrs. A. H.

O'Neill, Mr. J. J.
Parfitt, Mr. W. H.
Perley, Mr. H. O.
Potter, Mr. E. C.
Pow, Miss Helene
Reeves, Mr.
Richardson, Mr. G. E.
Robins, Mr. S. J.
Robinson, Mr. A. G.
Rolph, Mr. R. T.
Rondey, Mrs. L. S.
Rouget, Mr.
Ryan, R.A.M.C., Lt.-Dunlop, Mr. A.

Scott, Mr. H. G.
Sharp, Mr. & Mrs. E. H.
Simmins, Mr. H.
Smith, Mr. Gordon R.
Smythe, Mr. A. J.
Taylor, Mr. B.
Thomas, Mr. E. and
Hall, Mr. R. J.
Torrens, Mr. G.
Tour, Mr. and Mrs. E.
Tower, Mrs. A. S. and
son

Verschans, Mr. G.
Waghom, Mr. G.
Waldow, Mr. R.
Walling, Mr. and Mrs.
Warfield, Mr. and Mrs.
Watney, Mrs. Claude
and maid
Weeks, Mr. Geo. H.
Weeks, Mr. M. M.
Whitely, Mr. & Mrs. W. J.
Whitely, Miss
Whitlow, Mr. and Mrs.
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SUNGKIAN, British steamer, 1,025, S. W. Moore, 13th Feb.—Manila 10th Feb.
Sugar, German steamer, 2,818, H. Ahrens, 13th Feb.—Saigon 8th Feb., Rice and Rice-float—Meyer & Co.
TAIFU, German steamer, 1,016, R. Scheldt, 12th Feb.—Saigon 7th Feb., Rice—Meyer & Co.
VICTORIA, American steamer, 1,992, John Pantton, 29th Jan.—Manila 26th January, Ballast—Doddwell & Co., Ltd.

Sailing Vessels.
ALLERTON, British ship, 1,938, Toye, 31st Jan.—Canton 8th Feb.—Admiralty.
BRODERICK CASTLE, British ship, 1,745, O. Olsen, 29th Jan.—New York 24th Aug. Case Oil—Standard Oil Co.
EMILY REED, American ship, 1,460, D. C. Nickles, 1st Feb.—Singapore 11th Dec. Petroleum—Standard Oil Co.
ISAAC REED, American ship, 1,837, Watts, 8th Feb.—New York 16th Aug. Kerosine Oil—Standard Oil Co.

THAIFALG, British 3-masted bark, 1,616, M. S. Wright, 26th Dec.—Hongkong 15th Dec. 3,500 h.p., 14 guns, Commander A. C. Colville, C.B., en route Wei-hai-wei.
WARATAH, British schooner, 23, Haynes, 23rd Sept.—Takow 15th Sept.—Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, February 15th, 1900.

Alacrity, despatch vessel, 1,700 tons, 10 6-pd. 4.5 inch guns, 3,000 h.p., Commander A. C. Colville, C.B., en route Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Wade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, U.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. H. J. Montgomerie, U.B., R.N., Shanghai.

Centurion, British battleship, 14,000 tons, 10 9-inch guns, Capt. J. R. Jellicoe, Hongkong.
Dolphin, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Inglefield, Hongkong.
Endymion, British cruiser, 2,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Essex, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chidwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 4,400 h.p., Lieut. Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, en route Singapore.
Lionel, gun-vessel, 750 tons, 2 heavy guns, 4 6-pd. and 8 70 h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,000 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.
Phaenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Wei-hai-wei.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Sandpiper, British river gunboat, 2 guns, Lt. Comdr. Carr, on the West River.

Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pd. and 8 70 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Hongkong.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wivenhoe, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.

Woodrat, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Liberal, Portuguese gunboat, 388 tons, Comdr. China, Hongkong.
Presidente Sarmito, Argentine cruiser, 2,850 tons, Capt. Bethel, Manila.
Valmyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Whampoa.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 35 guns, 9,500 h.p., Captain Jakoff, at Nagasaki.

Albatross, Russian gunboat, 80 tons, 8 guns, 1,200 h.p., Captain Eliskoff, at Nagasaki.
Dobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Nagasaki.
Dimitri Donkoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalchewsky, at Nagasaki.
Koryet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p